

The FHWA and MDOT are seeking input as a part of the scoping process to assist in determining and clarifying issues relative to this project. Letters describing the proposed action and soliciting comments will be sent to appropriate federal, state, and local agencies, and to private organizations and citizens who have previously expressed or are known to have interest in this proposal. A formal scoping meeting with federal, state, and local agencies, and other interested parties will be held in the near future.

Coordination will be continued with appropriate federal, state, and local agencies, tribes, and private organizations and citizens who have previously expressed or are known to have an interest in this proposal. Of paramount importance to this effort is the public participation process. Several public involvement meetings will be held, a newsletter will be developed, and a website will be created to keep the public informed. The draft EIS will be available for public and agency review and comment prior to the official public hearing.

To ensure that the full range of issues related to this proposed action are addressed and all significant issues identified, comments and suggestions are invited from all interested parties. Comments or questions concerning this proposed action and the EIS should be directed to the FHWA at the address provided above.

Andrew H. Hughes,

Division Administrator, Jackson, Mississippi.
[FR Doc. 01-11586 Filed 5-8-01; 8:45 am]

BILLING CODE 4910-22-M

DEPARTMENT OF TRANSPORTATION

Maritime Administration

[Docket Number MARAD-2001-9615]

Requested Administrative Waiver of the Coastwise Trade Laws

AGENCY: Maritime Administration, Department of Transportation.

ACTION: Invitation for public comments on a requested administrative waiver of the Coastwise Trade Laws for the vessel ISABELLA.

SUMMARY: As authorized by Pub. L. 105-383, the Secretary of Transportation, as represented by the Maritime Administration (MARAD), is authorized to grant waivers of the U.S.-build requirement of the coastwise laws under certain circumstances. A request for such a waiver has been received by MARAD. The vessel, and a description

of the proposed service, is listed below. Interested parties may comment on the effect this action may have on U.S. vessel builders or businesses in the U.S. that use U.S.-flag vessels. If MARAD determines that in accordance with Pub. L. 105-383 and MARAD's regulations at 46 CFR Part 388 (65 FR 6905; February 11, 2000) that the issuance of the waiver will have an unduly adverse effect on a U.S.-vessel builder or a business that uses U.S.-flag vessels, a waiver will not be granted.

DATES: Submit comments on or before June 8, 2001.

ADDRESSES: Comments should refer to docket number MARAD-2001-9615. Written comments may be submitted by hand or by mail to the Docket Clerk, U.S. DOT Dockets, Room PL-401, Department of Transportation, 400 7th St., SW, Washington, DC 20590-0001. You may also send comments electronically via the Internet at <http://dmses.dot.gov/submit/>. All comments will become part of this docket and will be available for inspection and copying at the above address between 10 a.m. and 5 p.m., E.T., Monday through Friday, except federal holidays. An electronic version of this document and all documents entered into this docket is available on the World Wide Web at <http://dms.dot.gov>.

FOR FURTHER INFORMATION CONTACT:

Kathleen Dunn, U.S. Department of Transportation, Maritime Administration, MAR-832 Room 7201, 400 Seventh Street, SW, Washington, DC 20590. Telephone 202-366-2307.

SUPPLEMENTARY INFORMATION: Title V of Pub. L. 105-383 provides authority to the Secretary of Transportation to administratively waive the U.S.-build requirements of the Jones Act, and other statutes, for small commercial passenger vessels (no more than 12 passengers). This authority has been delegated to the Maritime Administration per 49 CFR § 1.66, Delegations to the Maritime Administrator, as amended. By this notice, MARAD is publishing information on a vessel for which a request for a U.S.-build waiver has been received, and for which MARAD requests comments from interested parties. Comments should refer to the docket number of this notice and the vessel name in order for MARAD to properly consider the comments. Comments should also state the commenter's interest in the waiver application, and address the waiver criteria given in § 388.4 of MARAD'S regulations at 46 CFR Part 388.

Vessel Proposed for Waiver of the U.S.-build Requirement

(1) Name of vessel and owner for which waiver is requested. Name of vessel: *Isabella*. Owner: A B Creel, LLC.

(2) Size, capacity and tonnage of vessel. According to the applicant: "Length 58 feet, Breadth 16.1 feet, Depth 11.7 feet, Gross Tons 54, Net Tons 49, Measurement pursuant to 46 U.S.C. 14502"

(3) Intended use for vessel, including geographic region of intended operation and trade. According to the applicant: "Vessel will be used for six to twelve passenger charters. Vessels' intended market is corporate charters for full day sails and meetings and overnight or weekend charters for one or two couples. Areas will be out of Fajardo, Puerto Rico and local islands, Culebra and Vieques November through June and the mid-Chesapeake Bay and local waters July through October."

(4) Date and Place of construction and (if applicable) rebuilding. Date of construction: 1997. Place of construction: Kaohsiung Hsien Taiwan, Republic of China."

(5) A statement on the impact this waiver will have on other commercial passenger vessel operators. According to the applicant: "Fajardo, Puerto Rico. The industry in Puerto Rico is limited to sports fishing vessels, large multi-hulls, bare boats, and a single mono-hull vessel of which I am aware. There will be no impact on the sports fishing vessels. There will be no impact on the large multi-hulls as these are big catamarans, which * * * take out large groups * * * for hotel guests. There is no impact on the bare boat charter fleet as they are all foreign manufactured vessels and are strictly for rent with the renter being the captain. The single mono-hull in the same area is overbooked most of the time and turns down enough charters that the overflow to my vessel alone would keep me in business with out competing for customers. * * * There are no other vessels like the one I operate in Puerto Rico and there is a high demand, since most vessels of my size and quality charter out of the U.S. or British Virgin islands * * * If my analysis of this market is as accurate * * * I alone will not be able to fill the demand and my presence will not unduly adversely affect existing operations * * *

Chesapeake Bay: I intend my primary base to be in the Solomon Island area of the Chesapeake Bay. There are some very large day sail vessels in the Norfolk area and the Baltimore and Annapolis area of the bay however these are mostly to take out large groups 20 to 100 on

harbor tours. Other area interests are powerboat harbor tours, ferry boats, or bare boats none of which will be competing for the same customer base. In my inquiries I have found no other crewed vessels in the area, which will compete, for the same clientele * * * My presence in this market area will not unduly adversely affect other commercial passenger vessels.”

(6) A statement on the impact this waiver will have on U.S. shipyards. According to the applicant: “For over five years I searched intently for the vessel I would choose to charter. * * * I found that less than one percent of the yachts in the 50 ton category are U.S. manufactured, and of those which are supposedly U.S. manufactured many have the subcomponents including hulls manufactured in foreign countries and only the final assemble is done in the U.S. * * * The fact that no U.S. shipyard is manufacturing this vessel or a similar design with a deck salon would indicate that the presence of this vessel does not unduly adversely affect U.S. shipyards. * * * As a practicable matter this vessel, which was not available in the U.S., was delivered into the U.S. and commissioned entirely by U.S. labor in U.S. yards with U.S. purchased components, which amounted to about 1/6 the cost of the vessel. Every year thousands of dollars in yard work and slip fees are paid by this vessel to U.S. shipyards. This will continue for the life of the vessel as long as it is U.S. flagged. I can only view this as a positive impact to U.S. shipyards that otherwise would not have enjoyed any revenue from this vessel.”

Dated: May 3, 2001.

By Order of the Maritime Administrator.

Joel C. Richard,

Secretary, Maritime Administration.

[FR Doc. 01-11709 Filed 5-8-01; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Research and Special Programs Administration

International Standards on the Transport of Dangerous Goods; Public Meetings

AGENCY: Research and Special Programs Administration (RSPA), Department of Transportation.

ACTION: Notice of public meeting.

SUMMARY: This notice is to advise interested persons that RSPA will conduct a public meeting in preparation for the nineteenth session of the United Nation's Sub-Committee of Experts on

the Transport of Dangerous Goods (UNSCOE) to be held July 2-6, 2000 in Geneva, Switzerland and the first session of the United Nation's Sub-Committee on the Globally Harmonized System of Classification and Labeling of Chemicals (Geneva, Switzerland—July 9-11, 2001).

DATES: June 19, 2001, 9:30 am-12:30 pm, Room 6332-6336.

ADDRESSES: The meeting will be held at DOT Headquarters, Nassif Building, Room 6332-6336, 400 Seventh Street SW., Washington, DC 20590.

FOR FURTHER INFORMATION CONTACT: Bob Richard, Acting International Standards Coordinator, Office of Hazardous Materials Safety, Department of Transportation, Washington, DC 20590; (202) 366-0656.

SUPPLEMENTARY INFORMATION: The primary purpose of the meeting will be to prepare and discuss positions for the nineteenth session of the UNSCOE and the first session of the United Nation's Sub-Committee on the Globally Harmonized System of Classification and Labeling of Chemicals. Topics to be covered during the public meeting will include (1) Global harmonization of classification criteria, (2) Criteria for Environmentally Hazardous Substances, (3) Intermodal requirements for the transport of solids in bulk containers, (4) Harmonized requirements for compressed gas cylinders, (5) Classification of individual substances, (6) Requirements for packagings used to transport hazardous materials, (7) Requirements for infectious substances, and (8) Hazard communication requirements. The meeting will be held in conjunction with the Coast Guard's public meeting in preparation for the sixth session of the Dangerous Goods, Solid Cargoes and Containers Sub-Committee. This public meeting will be held from 1:00-3:30 pm on June 19, 2001 in Nassif Bldg. Room 6332-6336.

The public is invited to attend without prior notification.

Documents

Copies of documents for the UNSCOE meeting may be obtained by downloading them from the United Nations Transport Division's web site at <http://www.unece.org/trans/main/dgdb/dgsubc/c3doc.html>. Information concerning UN dangerous goods meetings include agendas can be downloaded at <http://www.unece.org/trans/main/dgdb/dgsubc/c3.html>. These sites may also be accessed through RSPA's Hazardous Materials Safety Homepage at <http://hazmat.dot.gov/intstandards.htm>. RSPA's site provides information regarding the UNSCOE and

the Globally Harmonized System of Classification and Labeling for Chemicals, a summary of decisions taken at the 21st session of the UN Committee of Experts, meeting dates and a summary of the primary topics which are to be addressed in the 2001-2002 biennium.

Robert A. McGuire,

Associate Administrator for Hazardous Materials Safety.

[FR Doc. 01-11708 Filed 5-8-01; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

[STB Docket No. MC-F-20981]

Laidlaw Inc.—Continuance in Control—Victoria Tours Limited

AGENCY: Surface Transportation Board, Transportation.

ACTION: Notice Tentatively Approving Finance Transaction.

SUMMARY: Laidlaw Inc. (Laidlaw), a noncarrier, filed an application under 49 U.S.C. 14303 for Laidlaw to continue in indirect control of Victoria Tours Limited (Victoria), upon Victoria's becoming a regulated motor passenger carrier. Persons wishing to oppose the application must follow the rules at 49 CFR 1182.5 and 1182.8. The Board has tentatively approved the transaction, and, if no opposing comments are timely filed, this notice will be the final Board action.

DATES: Comments must be filed by June 25, 2001. Applicant may file a reply by July 9, 2001. If no comments are filed by June 25, 2001, this notice is effective on that date.

ADDRESSES: Send an original and 10 copies of any comments referring to STB Docket No. MC-F-20981 to: Surface Transportation Board, Office of the Secretary, Case Control Unit, 1925 K Street, NW., Washington, DC 20423-0001. In addition, send one copy of comments to applicant's representative: Fritz R. Kahn, 1920 N Street, NW. (8th floor), Washington, DC 20036-1601.

FOR FURTHER INFORMATION CONTACT: Beryl Gordon, (202) 565-1600. (TDD for the hearing impaired: 1-800-877-8339.)

SUPPLEMENTARY INFORMATION: Laidlaw controls, either directly or indirectly, a family of motor passenger carriers, including Greyhound Lines, Inc. (Greyhound) (MC-1515). With the exception of Greyhound, which conducts mainly nationwide, scheduled, regular-route operations, the controlled carriers are engaged